

1. Agenda

Document:

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Documents: [TRANSPORTATION AGENDA 12182013 .PDF](#)

2. PACTS TIP Application Project Locations

Documents: [PACTSTIPAPPLICATIONPROJECTLOCATIONS.PDF](#)

3. PACTS 16-17 TIP Application TS&E Endorse Memo

Documents: [PACTS1617TIPAPPLICATIONTSANDEENDORSEMEMO.PDF](#)

CITY OF PORTLAND, MAINE
Transportation, Sustainability and Energy Committee

Transportation, Sustainability and Energy Committee

DATE: 12/18/2013

TIME: 5:00 PM

LOCATION: City Hall
State of Maine Room

AGENDA

1 Action Items: (Public Comment will be taken on these items)

A Endorse PACTS 2016-2017 TIP Applications and Local Funding Commitments

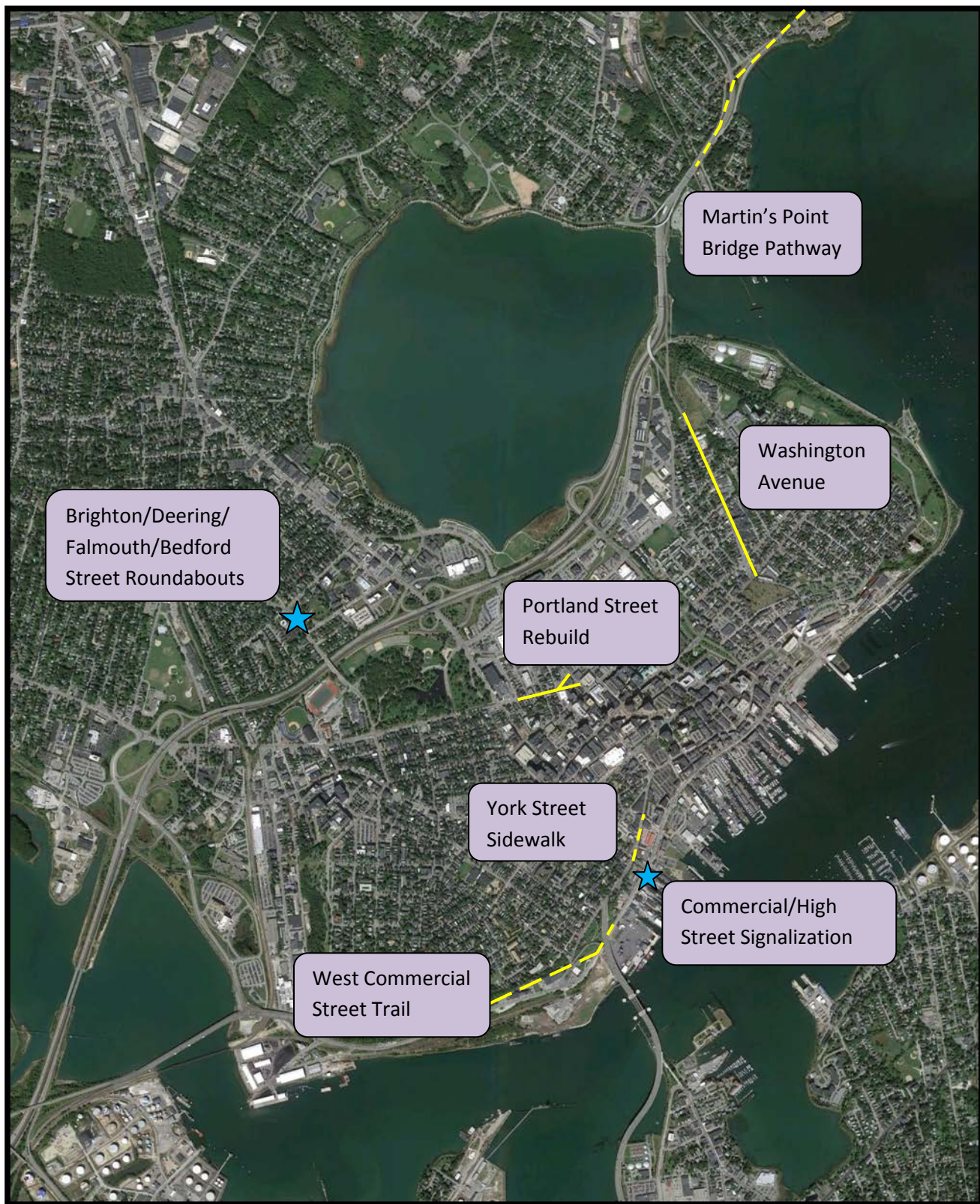
2 Committee Updates/Input Sought

A PACTS Workshop- Discussion and to Offer Input into the Development of the 2014
PACTS Long-range Regional Transportation Plan

Councilor David A. Marshall, Chair

Councilor Jon Hinck, Vice Chair

Councilors Cheryl Leeman and Kevin Donoghue



PROPOSED PACTS 2016/2017 TIP APPLICATION PROJECT LOCATIONS



Michael J. Bobinsky
Director of Public Services

Memo

To: District 2 Councilor David Marshall, Chair, Transportation, Sustainability, & Energy Committee
At-Large Councilor Jon Hinck, Vice-Chair, Transportation, Sustainability, & Energy Committee
District 1 Councilor Kevin Donoghue, Transportation, Sustainability, & Energy Committee
District 4 Councilor Cheryl Leeman, Transportation, Sustainability, & Energy Committee

From: Kathi Earley, PE, Engineering Services Manager

CC: Mark Rees, City Manager
Michael Bobinsky, Director of Public Services
Jeff Levine, Director of Planning & Urban Development
Ellen Sanborn, Finance Director

Date: December 13, 2013

Re: Request to Endorse PACTS 2016/2017 TIP applications & Local funding commitments

The Department of Public Services (DPS) requests your formal endorsement of seven (7) applications for Federal & State Transportation funding to be submitted through our regional Transportation Management Area funding agency known as PACTS. Candidate applications were previously discussed at your October 16, 2013 and September 18, 2013 meetings of the Transportation, Sustainability, and Energy Committee. We have a deadline of February 7, 2014 by which to make these applications to PACTS and so request your official action now in order to commit the necessary labor to creating the final applications.

The applications will be for PACTS Transportation Improvement Program (TIP) funding in the 2016/2017 Federal cycle; **awarded funds become available in October 2015** through MaineDOT. Please note that Portland will be responsible for a 25% Local Share of each project's cost. And – with each project there are 'ineligible' cost items; for example our own utility system adjustments and repairs, that are 100% City responsibility. DPS staff has requested funding for the possible awards thru the FY15-19 CIP.

An important note locally, the decision on which Collector Streets will receive funding is made over the next several months at PACTS based on previous studies of road conditions. We will not know until April of 2014 which streets in Portland may be included, nor the amount of Local Share obligation.



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That Local funding requirement alone can be expected to be approximately \$1M for the 2016/2017 TIP and is reflected in our request for FY16 CIP funding.

Your requested endorsement is not only to demonstrate public support for the projects, but also to demonstrate the City's initial commitment to finance the Local cost requirements accordingly. According to recently approved PACTS TIP procedures, the applications submitted by February 7, 2014 will be reviewed & scored between March and July 2014. **By late July of 2014 a full City Council endorsement will be required for pending awards to be processed any further.** That endorsement process will be informed by final cost estimates and therefore fully inform the Local funding requirements. The FY16-20 CIP process will include refinement of our current FY15-19 requests based on that City Council action.

The seven (7) recommended applications are summarized below in three separate categories. The Regional funding expectation (not inclusive of the Local 25% value) for each category is indicated in the header.

Please note that based on updated information, the Brighton Avenue project identified in the October Committee meeting has been eliminated; staff believes that a less costly mill-and-fill paving project will suffice for this 'road rebuild' candidate. As such, upon further review, we are recommending replacing this with an application for rebuilding Washington Avenue from Congress Street to Eastern Promenade.

INTERSECTIONS (Regional funding anticipated to be \$2M)

Brighton/Deering/Falmouth/Bedford

Description: The six-way intersection of Brighton Avenue with Deering Avenue and Falmouth Street has long been cited as a challenge in terms of safely crossing pedestrians, providing safe and efficient movement for vehicles, and lacking in its ability to provide a gateway treatment for a major portal to downtown Portland. A study completed in 2013 determined that two roundabouts, one at this location and the other at the intersection of Deering Avenue with Bedford Street would be the most effective solution to the many challenges at this location. The City of Portland is planning to have a consultant complete the construction plans for this location by the summer of 2014.

Specific Objectives:

- Installing a roundabout at the Brighton/Falmouth/Deering intersection
- Installing a roundabout at the Deering/Bedford intersection
- Discontinuing the Brighton Avenue connection from Falmouth/Deering to Bedford Street
- Constructing ADA compliant sidewalks and crosswalks on all intersection approaches
- Incorporating landscape improvements
- Providing METRO bus stop pullout areas with shelters

Cost: Based on the information compiled by VHB for their report, the anticipated cost of construction is \$2,000,000, including \$100,000 for property acquisition.



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Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$500,000.

Commercial Street at High Street

Description: This intersection has been identified by the City for some time as a key location for signalization, both meeting warrants and becoming a major pedestrian crossing point as development moves more activity west along Commercial Street. In 2015, MaineDOT will be paving at this location, and the City anticipates providing the installation of the granite curbing associated with defining the intersection. The request is for signalization of the intersection. This location was applied for to provide pedestrian improvements for the MaineDOT Quality Community Program and scored highly. However, that program has no funding and as such, cannot accomplish the needs for this location.

Specific Objectives:

- Installing a fully-actuated traffic signal supported by mast arms with pedestrian signal heads and video detection
- Providing pedestrian crossings on both Commercial Street and High Street
- Interconnecting the proposed traffic signal with the existing traffic signal at the High Street/York Street intersection
- Implementing geometric adjustments at the Commercial Street/Park Street intersection to prevent left-turns onto Commercial Street (vehicles would be shifted to the new traffic signal)
- All work will account for the possible conversion of State and High Streets to two-way flow

Cost: The anticipated cost of construction is \$251,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$62,750.

ROAD REBUILD (Regional funding anticipated to be \$1M)

Portland Street from Brattle to Preble

Description: The width and condition of Portland Street has long been identified as a challenge to a part of the city that has significant pedestrian activity. Improvements to this location were first formally discussed in the "Transforming Forest Avenue" project, and condition of the pavement last rated a 40 in 2011 – or "very poor." The City now has \$50,000 in design funds to provide an overall redesign of the street, and has applied for CDBG funds to reconstruct the street from Forest to Brattle.

Specific Objectives:

- Reconstructing the pavement for improved structural conditions
- Reconstructing the sidewalks (brick)
- Installing new or reset granite curbing
- Providing curb extensions at key pedestrian locations
- The typical section will likely consist of:



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- o One travel lane in each direction
- o Bicycle lanes
- o On-street parking
- o Sidewalk with landscaping
- Reconfiguring the Portland/Oxford intersection
- Converting Oxford Street between Portland Street and Preble Street to two-way flow
- Upgrading the traffic signal at the Preble Street/Oxford Street intersection

Cost: The anticipated cost of construction is \$1,100,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$275,000.

Washington Avenue from Congress to Eastern Promenade

Description: Washington Avenue on the downtown peninsula passes through an active commercial and residential area that is seeing resurgence in development. Unfortunately, the roadway is in poor condition with a 2011 average pavement condition rating (PCI) of 16, considered serious. The street is excessively wide in locations and pedestrian crossings are often difficult. Existing cast iron gas main is currently scheduled to be replaced in 2015 and the PWD plans to replace their main in conjunction with this reconstruction.

Specific Objectives:

- Reconstructing the roadway for improved structural and surface conditions
- Installing new sanitary and storm sewer to connect systems
- Installing underdrain to increase life of roadway base
- Reconstructing portions of sidewalks (brick) including ADA compliant ramps
- Installing new or reset granite curbing

Cost: The anticipated cost of construction would be about \$3,400,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$850,000.

BICYCLE/PEDESTRIAN (Regional funding anticipated to be \$400,000)

West Commercial Street Trail from Star Match Building to Harbor View Park

Description: This project would implement a segment of the West Commercial Street Shared-Use Path Study recommendation in 2009. As no action has yet occurred at this location, it should be noted that the City could be penalized for the full value of the study's federal funding in 2019 if no construction is achieved. The work complements various local and state port and waterfront initiatives such as the ongoing and pending Eimskip/IMT improvements, the pending PACTS UPWP West Commercial St Corridor Study, and a tunnel portion of the trail applied via the City's CDBG process. This project was rated by MaineDOT as a high-quality application for 2014/2015 Quality Community Program, but no funding exists through that program for implementation.



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Specific Objectives:

- Construction of a 12-foot wide shared-use path behind the Star Match Building to Harbor View Park, through the existing Tunnel
- Installing lighting along the path
- Providing associated drainage improvements
- Providing ADA compliant ramps

Cost: The anticipated cost of construction is \$506,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$126,500.

Martin's Point Pathway: Phase I – Kensington Street to Martin's Point

Description: This request is to complete a portion of a proposed pathway to provide access to the City from the Martin's Point Bridge, to be completed in late 2014. This would allow for easy and safe access to a quiet residential street from Falmouth. This project was another one of the high-scoring applications from the unfunded Quality Community applications.

Specific Objectives:

- Construct 2900 linear feet (0.55 mi.) of shared use pathway from Kensington St to Martin's Point
- Widen existing sidewalk beginning at Kensington St to a shared use path
- Reconfigure I-295 NB Exit 9 to Route 1/Veranda St to one lane to create space for pathway
- Reconfigure intersection of off-ramp and Veranda St/Route 1
- Install barrier and/or fence, as necessary
- Provide LED lighting

Cost: The anticipated cost of construction is \$700,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$175,000.

York Street Sidewalk and High Street Pedestrian Signals/Access

Description: This request is to complete a critical portion of sidewalk from the Casco Bay Bridge to downtown. This portion of York Street has seen increased development activity and is a major conduit from workers in Portland coming from the Knightville part of South Portland. Part of this work would also upgrade pedestrian signals and access points at the intersection with High Street, which is in need of updating. This project, like the other bicycle/pedestrian items, was also a high scoring application for the Quality Community Program.

Specific Objectives:



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- Installing a brick sidewalk along the south side of York Street from the intersection of High Street to Maple Street, linking to the existing brick sidewalk near the Maple Street intersection. The sidewalk would be set inside the existing curb line.
- Replacing the existing granite curbing with new granite curbing.
- Providing a bicycle lane the entire length of York Street between High Street and Maple Street.
- Modifying the High Street/York Street intersection to provide new pedestrians signals and crosswalks on all four intersection approaches.

Cost: The anticipated cost of construction is \$159,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$39,750.

SUMMARY OF POTENTIAL LOCAL FUNDS REQUIREMENT:

Intersections = \$562,750

Road Rebuild = \$1,125,000

Bicycle/Pedestrian = \$341,250

Collector Paving = \$1,000,000

TOTAL = **\$3,029,000** plus ineligible costs yet to be determined